

## PATENT CLAIMS

What is claimed is:

1. A method for controlled application of a stator current set point value ( $I_{Snom}$ ) and of a torque set point value ( $M_{nom}$ ) for a converter-fed rotating-field machine (4), with a field-forming current component ( $I_{Sdnom}$ ) of the stator current set point value ( $I_{Snom}$ ) being calculated as a function of a predetermined rotor flux set point value ( $\Psi_{Rnom}$ ) and of a determined rotor flux actual value ( $\Psi_R$ ), and with a torque-forming current component ( $I_{Sqnom}$ ) of the stator current set point value ( $I_{Snom}$ ) being calculated as a function of a predetermined torque set point value ( $M_{nom}$ ), of the determined rotor flux actual value ( $\Psi_R$ ) and of a determined torque-forming current component ( $I_{Sq}$ ) of a measured stator current ( $I_S$ ), with a stator angular frequency actual value ( $\omega_s$ ) being determined as a function of a determined rotor slip frequency ( $\omega_R$ ) and of an angular frequency ( $\omega$ ) and with the integral of the stator voltage ( $\Psi_{Knom}$ ) being calculated as a manipulated variable from these calculated values ( $I_{Sdnom}$ ,  $I_{Sqnom}$ ,  $\omega_s$ ,  $\Psi_R$ ) as a function of the parameters comprising the frequency-dependent stray inductance ( $L_o$ ) and the stator resistance ( $R_s$ ), from which integral a flux path curve is derived, which is selected from stored off-line optimized flux path curves.
2. The method as claimed in Claim 1, characterized in that a steady-state normalized stator voltage ( $U_{Sstead}$ ), which is normalized by means of a measured intermediate circuit voltage ( $U_D$ ), is calculated as a function of the calculated current components ( $I_{Sdnom}$ ,  $I_{Sqnom}$ ), of the parameters comprising the frequency-dependent stray inductance ( $L_o$ ) and the stator resistance ( $R_s$ ), the stator angular frequency ( $\omega_s$ ) and the rotor flux actual value ( $\Psi_R$ ).

3. The method as claimed in one of the abovementioned claims, characterized in that, in order to determine a terminal flux actual value ( $\underline{\Psi}_K$ ) before the integration of the stator voltage ( $\underline{U}_S$ ), a voltage drop caused by the instantaneous stator current ( $\underline{I}_S$ ) across the stator resistance ( $R_S$ ) is subtracted from this and, after the integration, a voltage drop caused by the stator current set point value ( $\underline{I}_{Snom}$ ) to be applied across the stator resistance ( $R_S$ ), divided by the stator angular frequency  $\omega_S$ , is added after transformation to a coordinate system which is synchronized to the rotor flux.
4. The method as claimed in Claim 2, characterized in that a drive level ( $a$ ) and a voltage angle ( $\delta_U$ ) are calculated as polar components from the normalized steady-state stator voltage ( $\underline{U}_{Sstat}$ ).
5. The method as claimed in Claims 2 and 4, characterized in that a fundamental terminal flux magnitude is calculated as a function of the measured intermediate-circuit voltage ( $U_D$ ) of the calculated stator angular frequency ( $\omega_S$ ) from the drive level ( $a$ ) using the following equation:

$$|\underline{\Psi}_K| = \frac{a \cdot U_D \cdot \frac{2}{\pi}}{\omega_S}$$

6. The method as claimed in Claims 2 and 4, characterized in that a continuous terminal flux nominal angle ( $\gamma_{\Psi_{Knom}}$ ) is calculated as a function of a determined continuous rotor flux angle ( $\gamma_{\Psi_R}$ ) and of a determined angle ( $\delta_{\Psi_K}$ ) between the terminal flux ( $\Psi_K$ ) and the rotor flux ( $\Psi_R$ ) using the following equation:

$$\gamma_{\Psi_{Knom}} = \gamma_{\Psi_R} + \delta_{\Psi_K}$$

7. The method as claimed in Claim 4, characterized in that the polar component comprising the voltage angle ( $\delta_U$ ) of the normalized steady-state stator voltage component ( $\underline{U}_{Sdstead}$ ) is calculated using the following equation:

$$\delta_U = \arcsin \frac{U_{Sdstead}}{a \cdot U_D \cdot 2/\pi} + 90^\circ$$

8. The method as claimed in Claim 7, characterized in that the angle ( $\delta_{\Psi_K}$ ) between the terminal flux ( $\Psi_K$ ) and the rotor flux ( $\Psi_R$ ) is calculated using the following equation:

$$\delta_{\Psi_K} = \delta_u - 90^\circ = \arcsin \frac{U_{sdstead}}{a \cdot U_D \cdot 2/\pi}$$